

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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A copy of regulations applicable to merchant ships operating in the Kara Sea

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25 YEAR RE-REVIEW

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I N S T R U C T I O N S**For Captains of Vessels Navigating Between the
Kara Gates Bay and the River Yenisei.****1. GENERAL REGULATIONS.**

1. The Captain of a vessel proceeding to the River Yenisei from the west through the Kara Gates Strait and back, is supplied by the charterer with Soviet Charts Nos. 695, 696, 697 and 698 issued by the U.S.S.R. Hydrographic Naval Office (added "in 1954"). The captain navigating in the above mentioned region must observe the regulations laid down in these instructions, as well as take into consideration the advice of the ice pilot and follow the directions of the River pilot concerning the sailing of the vessel along the fairway of the river.
2. The captain of the vessel, approaching the Kara Gates Strait from the west, informs the Agency of the Kara Ice Operations 24 hours before approaching the strait and awaits their instructions as to the time of either entering the Kara Sea, or as to the place where he is to await improving of the ice situation, or as to the place where he is to meet the icebreaker.
3. The captain of the vessel sailing in the Kara Sea must keep the Agency of the Kara Ice Operations informed about the proceedings of his vessel, availing himself for that purpose of the services of the nearest radiostations (at Amerina or Dixon). The position of the vessel, the weather and sea conditions must be reported to the agency twice every day, at 3.00 a.m. and 3.00 p.m. Moscow time.
4. In the event of encountering ice, the captain of the vessel immediately notifies the Agency of the Kara Ice Operations, indicating the position of the vessel and the weather and sea conditions.
5. Every vessel entering the Kara Sea must be provided, within the limits of fair navigation practice, (added: "and in consideration of sailing in ice conditions") with sufficient supplies of fuel, water and vessel equipment, (added: "and stores") as well as with the necessary supplies of special emergency equipment (wooden girders, bolts, quick-setting cement, mats, (added: " "), plasters, etc.); all drainage facilities must be in good order and in constant readiness for action.
6. All requests for icebreaker assistance to help the vessel through the ice must be addressed by the captain to the Agency of Kara Ice Operations.

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7. Any vessel in need of icebreaker assistance through the ice must await instructions as to her movements from the Agency of Kara Ice Operations.
8. Having encountered ice, the Captain of the vessel must adapt all necessary precautions, so as not to damage the hull of the vessel and especially the steering gear and the screw, when manoeuvring his machinery through the ice.

It is also to be observed, that:

- a) the vessel should enter ice from "clear water" moving at "the lowest speed" and at normal (perpendicular) angle to the edge of the ice.
 - b) anchoring in drifting ice is dangerous.
 - c) should any damage or leakage be sustained by the vessel in the ice, immediate measures must be taken by the captain to liquidate the damage or leakage and notice by radio must be sent to the nearest icebreaker and to the Agency of Kara Ice Operations.
9. The captain of the vessel must keep in mind that the icebreaker can arrive at the place of the vessel location within 48 hours after the captain's request for icebreaker assistance had been sent to the Agency of Kara Ice Operations. If in the opinion of the "Agency" the ice situation is not one of emergency, a plane may be sent to investigate the ice zone and then the Agency will advise the vessel to proceed without aid to "clear waters", or to move to another region more favourable from the point of view of ice conditions.
 10. Along the Yenisei Bay, sea-going vessels independently proceed to the Anchorage of the river-pilot vessel in the estuary of the Yenisei River and back out of the river.
 11. The captain of the vessel sailing to the Yenisei River (Igarka) and back must take all necessary steps to organise in the best of manner his sailing, manoeuvring in the ice and during storms, during invisibility and fogs, and to protect his vessel and cargo from danger.

II. NAVIGATION AMIDST ICE AND IN CARAVANS (CONVOY)

12. The captain of the vessel entering the lead of the icebreaker, must obey the orders of the captain of the icebreaker concerning navigation amidst ice and act accordingly. He is dutybound to help the captain of the icebreaker to effect a rapid and averageless passage through the ice zone.

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13. Vessels following the icebreaker or moving in groups (caravans) must not get ahead of one another.
14. Vessels following the icebreaker must be prepared immediately to take up the command "Full Speed Astern" and to maintain the position "Bear Steady" when beginning to move backward.
15. The vessel following the icebreaker amidst ice must be governed by the following sound signals (see "Table" below) given either by a whistle or a siren. All signals, with the exception of signal No. 6, must be repeated by the vessels directly following, the icebreaker in succession beginning with the one nearest to the icebreaker or to the vessel issuing the signal.

The demands of the icebreaker expressed by these signals must be immediately carried out by the vessels.

The signals indicated in the "Table" are also used during group navigation of vessels in caravans and the Table must, therefore, be hung up on the bridge and in the Chart room, giving easy access to it of the captain, watchmate and enabling him to carry out the required manoeuvres without delay.

**TABLE OF SOUNDS. SIGNALS USED DURING CONVEYING
VESSELS THROUGH ICE.**

No. of signal,	Signal	Meaning of signal coming	
		from escorting icebreaker	from escorted vessel
1	- - .	Going forward, follow in my wake	Going forward following ice breaker
2	- .	Slow down your speed	Slowing down
3	Full speed astern	Going full speed astern
4	- -	Do not follow me, stop	Stopping
5	Attention. Jammed in ice	Attention. Jammed in ice

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6	- . -	Be ready to accept tow. If vessel is already in tow, then: "Release tow"	Ready to take tow. "Releasing tow"
7	- . - ,	Forward, Follow channel.	Going forward following chan- nel.
8	. - - -	Cut short interval	Cutting interval
9	- - -	Follow to destination.	Following to destination.
10	. - .	Listen to radio	Listening to radio
11	- . . -	Attention! Watch signals	Attention, watching signals
12	. - - .	Come to anchor	Coming to anchor
13	- - - - -	Stop work till morning, or until more favour- able conditions. During stops and un- til resumption of work means "get ready"	Obeying.

- NOTE:**
1. The sound signals for passing clear of each other in the ice, are the same as in "The rules for Preventing Collisions of Vessels on Sea": one short sound means: changing my course to the right"; two short sounds signify: "Changing my course to the left"; three short sounds - "My machinery is working astern".
 2. When sailing during fog, mist or snowstorm, sound signals provided by Article 15 of "Rules for Preventing Collisions of Vessels on Sea", are to be applied.
 3. The leading icebreaker is the icebreaker sailing in front of anyone of several vessels.
 4. A line indicates a "prolonged sound", a dot stands for "a short sound" (see "Rules of International Code" or "Rules for Preventing Collisions of Vessels on Sea"),
 5. In group work of several icebreakers the master icebreaker is the one whose machinery is more powerfull and the orders issued by the latter should be carried out by the other icebreakers if there is no contrary orders from the Agency of Kara Ice Operations.

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16. Should the captain of any convoyed vessel fail to carry out the orders of the captain of the leading icebreaker, the latter has the right to refuse further assistance to the convoyed vessel until his orders are fulfilled,
17. The captain of the vessel availing himself of the services of the icebreaker for convoying her through the ice, thereby expresses consent to obey the regulations of these instructions which are in accordance with the "Rules for vessels convoyed by icebreaker through ice", existing in the U.S.S.R.
18. When sailing in a group of vessels (caravans) the captain of a vessel must observe the following rules:
 - a) The speed of the vessel is regulated by the "leader" and the distance to be maintained between them is also indicated by the "leader".
 - b) In fog the vessel must observe particular vigilance and issue fog signals after those coming from the vessel ahead.
 - c) The vessel is not to leave the range of audability of the whistle of the vessel ahead.
 - d) When the fog is thick the leading vessel issues special instructions concerning the speed to be maintained, when the speed is diminished the leading vessel issues one long and one short whistles upon hearing which all vessels composing the caravan must also reduce their speed, when this signal is repeated the vessels reduce their speed still more, taking the necessary precautions to avoid collisions.
 - e) The vessels of the caravan repeat the signal (- .) one after another.
19. The captain of a vessel sailing in a caravan or following an icebreaker must calculate and know the co-ordinates of the position of his vessel at any moment. When the vessel is released by the icebreaker the captain of the vessel can check the co-ordinates of his vessel with the co-ordinates of the place of release which are indicated by the icebreaker.
20. The captain of the vessel convoyed by the icebreaker must be aware that neither the icebreaker, nor the owner of the icebreaker, nor the charterer bear any responsibility for damage or other losses suffered by the convoyed vessel during or as a result of being convoyed through ice or during manoeuvres connected therewith.

The captain of the vessel is therefore under obligation to take all timely measures of precautions.

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III. THE ICE MASTER (PILOT)

21. The captain of the vessel, if he so desires, may ask for an ice pilot to render him assistance during the vessel, sailing amidst ice between the Kara Gates and the Yenisei Bay.
22. The ice pilot may come on board the vessel from an icebreaker, engaged in convoying vessels in the Kara Sea. The landing place of the ice pilot is indicated by the Agency of Kara Ice Operations.
23. The ice pilot is to advise the captain of the vessel: as to the ice situation during the time of his sailing on route between the Kara Gates and the Yenisei Bay; As to the advisability of operations of the vessel when encountering ice and in navigation amidst ice either independently or in wake of an icebreaker.

IV. CONCERNING THE CONVOY OF VESSELS ALONG THE YENISEI RIVER

24. The captain of a vessel sailing into the Yenisei River must send by radio 48 hours before approaching the place of anchorage of a pilot vessel in the estuary of the river a request to send river pilots; request is to be sent to the following two addresses: to the pilot vessel in the estuary of the Yenisei River and to the "Inflot" at the Port Igarka. These are followed up later by notice addressed only to the pilot vessel 5 hours before approaching the river estuary.
25. During landing and departing of river pilots the captain of the vessel is to keep in touch with the pilot vessel and to carry out all orders of the Master of the Pilot Station located on the Pilot vessel.
26. Upon the arrival of river pilots on board a seagoing vessel, the captain of the vessel must fill in a pilot bill and supply to the master pilot all necessary data concerning his vessel (the draught, speed and her steering qualities) ("How the vessel obeys steering").
27. The captain of the vessel should, when necessary and upon request of the river pilot offer the latter the gratuitous (the words "the gratuitous" crossed out and "free" inserted) use of the vessel's radio station for communication with the nearest Soviet radio station or pilot vessel.

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28. The river pilots convey vessels only between the point from the estuary of the Yenisei River and to the Port Igarka. Within the limits of the Port Igarka proper piloting service is rendered by the port pilot.
29. The captain of a vessel sailing along the Yenisei River obeys the orders of the river pilot concerning sailing along river fairways.
- The captain of the vessel manoeuvres his machinery, while sailing on the river, in such a way as to avoid touching the edge of the channel or any other vessel.
30. During sailing along the river when fog or darkness sets in the captain of the vessel, if so advised by the river pilot, must anchor the vessel in a safe place until better visibility.

V. RADIO COMMUNICATION AND RADIO NAVIGATION SERVICE.

31. The communicating radio stations in the Kara Sea are Anderma, Dixon and Igarka.
32. Vessels sailing in the Kara or Darents Sea east of the meridian 45° of eastern longitude can establish bilateral radio communications with radio stations of Anderma or Dixon, while vessels sailing on the Yenisei can establish communication with Igarka or Dixon.
33. All radiograms addressed to the Agency of Kara Ice Operations or to the "Inflot" are transmitted through the above radio stations.
34. Information concerning coastal radio stations:

Name of radio station:	Co-ordinates of directional aerial:	Calling signals of radio stations:	Working frequency: K-cycles:	Daily time for observation of vessels (at frequency of 500 Kc.) Moscow time.
Anderma	-	<u>YNM</u> UPM	344.8	All day round
Dixon	73° 30' 4 N 80° 24' 4 E	<u>YNIK</u> UPV	324.3	" " "
Igarka	-	<u>IOB-5</u>	470.0	0000-0100 0700-0900 1100-1300 1500-1700 1900-2000

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Bearings may be taken through the Dixon radio station by entering additional orders to the Agency of Kara Ice Operations not later than 30 minutes before beginning the taking of bearings. An additional charge of 6 francs 25 ctm. is imposed for 1 min. of work of the Dixon Radio Station at bearings taking.

35. Radio beacons operate in Kara Sea at points: Capes Bolvansky Nos (Nose), Menshikoff, Kharasova, Tonky (Thin), Pelyi (White) Island, Island of Vilritsky and Cape Leskin. Radio beacons transmit signals for bearings without preliminary orders at Moscow time appointed for that purpose. The radio beacons do not answer vessel calls.

INFORMATION CONCERNING THE WORK OF RADIO BEACONS IN
THE KARA SEA

Name of radio-beacon	Co-ordinates	Calling signals	Working signals	Order of work	Time of work
		of R.L.H.	Kc		(Moscow time)

Bolvansky Nos	70° 72' 0" N	3C	417 Z)	All day round: at the beginning of every hour from 00 to 05 min, transmits consecutively for 10 sec. the calling signal	
				and for 50 sec. a long dash.	

Menshikoff	70° 42' 5" N	32m	304.6 ^{kHz}	All day round:	
	57° 36' 5" E	ZQ		In force	
				00-02	30-32
				06-08	36-38
				12-14	42-44
				18-20	48-50
				24-26	54-56

2) 750 med blyant på originalen

22) 985 (?) med blyant på originalen

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In clear weather

00-02 30-32 25X1
 06-08 36-38
 minutes of every
 hour work is auto-
 matic. During every
 minute consecutive-
 ly from 00 to 10
 and from 30 to 40
 seconds the beacon
 transmits calling
 signals
 and from 10 to
 3 30
 ZQ and from 40 to
 60
 seconds a long dash.

Tonky 69° 51'5 N ~~34~~ 304.6
 ZU

All day round; in
fog

04-06 34-36
 10-12 40-42
 16-18 46-48
 22-24 52-54
 28-30 58-60

In clear weather

04-06 34-36
 10-12 40-42

minutes of every
 hour work is auto-
 matic. During every
 minute consecutive-
 ly the beacon trans-
 mits from 00 to 10
 sec. and from 30 to
 40 sec. the calling
 signals
 and from 10 to
 3 30 and
 ZU 40 to 60 sec. a
 long dash.

Kharasova 71° 06'1 N ~~34~~ 266.0
 66° 45'0 E ZU

All day round:In fog:

02-04 32-34
 08-10 38-40
 14-16 44-46
 20-22 50-52
 26-28 56-68

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In clear weather:

02-04	32-34	25X1
08-10	38-40	

minutes of every hour work is automatic. During 10 sec. there is consecutive transmission of the calling signal and for 50 sec. $\frac{3}{20}$ a long dash.

Belyi $73^{\circ} 19'6''$ N $70^{\circ} 03'0''$ E **CP** 395.0

All day round: from 00 to 05 minutes of every hour there is consecutive transmission of the calling signal and then for 50 seconds a long dash.

Vilkitsky $73^{\circ} 31'0''$ N $75^{\circ} 46'0''$ E **CP** 322.6

All day round:In fog:

02-04	32-34
08-10	38-40
14-16	44-46
20-22	50-52
26-28	56-58

In clear weather:

02-04	32-34
08-10	38-40

minutes of every hour. Work is automatic. During every minute there is consecutive transmission from 00 to 10 and from 30 to 40 seconds of the calling signal

and from 10 to 30 and from 40 to 60 sec. a long dash.

Leskin $72^{\circ} 19'9''$ N $79^{\circ} 33'5''$ E **CP** 420.0

All day round: from 00 to 05 minutes of every hour it transmits for 10 sec the calling signal and then for 50 seconds a long dash.

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IMPORTANT WARNING:

Neither of the coastal radio stations Amderma, Igarka or others can be used to locate vessels in the Kara Sea, and only the radio beacons indicated in p.36 of the "Instructions" can be used for that purpose.

36. Communication with the pilot vessel anchored in the estuary of the Yenisei River is effected only for purposes of service, using the International radiogram code

INFORMATION CONCERNING THE PILOT VESSEL

Approximate co-ordinates of pilot vessel location	Vessel,s calling signal	Sea observation on working frequency Kc	Order and time of work (Moscow time is indicated)
71° 44'0 N) - 71° 41'0 N)	x/ Y3b0 UZX0	500	2300-0100 0300-0500 0700-0900 1100-1300 1500-1700 1900-2100
83° 30'0 E			
x/ Depending upon weather conditions			

The radio station of the pilot vessel answers calls of vessels at a frequency of 500 Kc, exchange is made on scale of international working frequencies.

37. Weather and ice reports are transmitted by radio stations Amderma and Dixon.

INFORMATION CONCERNING WEATHER FORECASTING AND ICE TRANSMISSIONS

Name of Radio station	Calling signal	Working frequency Kc	Moscow time of transmissions
Amderma	Y4M HFM	344.8	Daily at 1834-1915 in Russian 1930-2000 in English only upon vessel,s request.

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Dixon

780
UPV

324.3

Daily 1930-2000 in
Russian.
2030-2100 in English
upon vessels request.

NOTE: Weather and ice transmissions in English are given only upon request of the captain of a foreign vessel addressed to the Agency of Kara Ice Operations.

38. The request for an icebreaker is made through the Agency of the Kara Ice Operations through the Amderma and Dixon radio stations. The Agency of Kara Ice Operations will inform the captain of the vessel, requesting the aid of an icebreaker or the name of the icebreaker or the number of the plane, which will render aid to the vessel in sailing amidst ice.

INFORMATION CONCERNING ICEBREAKERS IN THE KARA SEA

Name of icebreaker	Calling signal	Frequency Kc	Time of vessels radio watch
The "Lenin"	YN 33 UNZP	All ice- breakers work on in- ternational scales of frequency	All day round
The "Sibirjakoff"	YN 44 UNBN		" " "
The "Kapitan Belousov"	YN 06 UVFB		" " "

VI. GENERAL REMARKS

39. All questions concerning sailing amidst ice not covered by these "Instructions" are to be taken up by the captain of the vessel with the Agency of Kara Ice Operations; questions concerning operations of the vessels in ports are subjects to decision of the "Inflot".

All-Union Organization
"SOVFRACHT"

Signatures:

Moscow
9/7-1954.

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